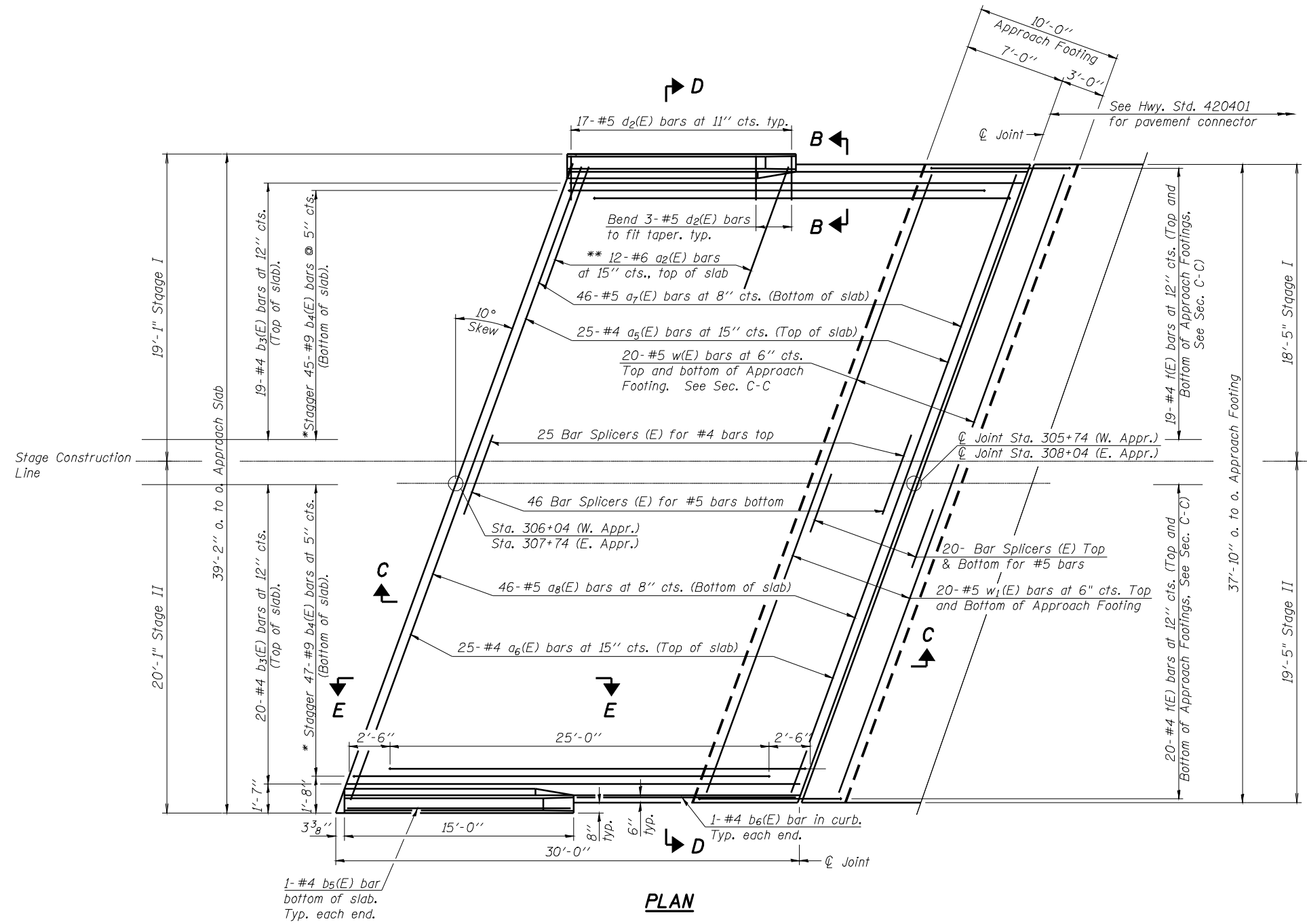


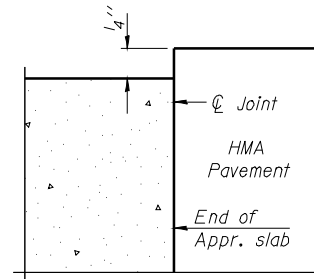
Notes:  
See sheet 12 of 27 for Sections C-C & D-D and View E-E.  
a<sub>2</sub>(E), a<sub>5</sub>(E), a<sub>6</sub>(E), a<sub>7</sub>(E), and a<sub>8</sub>(E) bar spacings measured parallel to  $\phi$  Rdwy.



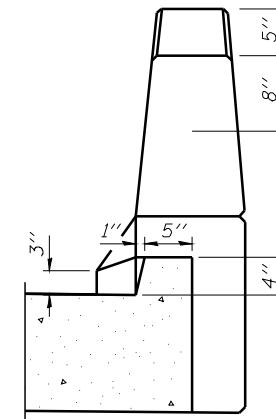
**PLAN**

\* Tilt #9 b<sub>4</sub>(E) bars as required to maintain clearance.  
\*\* Alternate with a<sub>5</sub>(E) & a<sub>6</sub>(E) bars, typ. each parapet.

The East Approach Slab is shown above. The West Approach Slab is identical by 180° rotation about the centerline of the bridge.



**FLEXIBLE PAVEMENT  
DETAIL A**



**VIEW B-B**

**BRIDGE APPROACH SLAB DETAILS  
STRUCTURE NO. 054-0514**

USER NAME: PLOT SCALE: PLOT DATE:	DESIGNED - RTM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>			<b>BRIDGE APPROACH SLAB DETAILS SHEET 1 OF 2</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - MSD	REVISED -							717	109B-3	LOGAN	73	46
	CHECKED - KEB	REVISED -							CONTRACT NO. 72A88				
	DATE -	REVISED -							FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
			SCALE: SHEET NO. 11 OF 27 SHEETS STA. TO STA.										